sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

SEPTEMBER 1975

Women Vital to MSC Success

During the week of September 8, many governmental organizations will conduct special programs designed to focus attention on the role of women in government. In recent years, through the Federal Women's Program, much emphasis has been placed on assuring advancement of skilled women within the government, on the same basis as their male counterparts.

We in MSC support that program fully, and I am proud of the fact that women who work for this command have long been given opportunity to compete for higher-level jobs.

A substantial number of Civil Service women employees already fill jobs as marine specialists. Others perform comptroller functions, work in automatic data processing, in office services and supply, and in most of the other career fields associated with this command.

Navy women fill vital billets as executive officers of MSC units, in the staffing of tanker and cargo ship operations, in communications, and in other fields. A number of women also hold key billets in MSC reserve units.

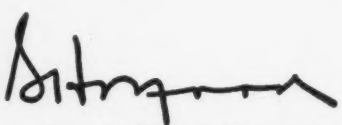
Women scientists and technicians serve aboard special project ships operated by the command, and women nurses have been assigned to some MSC ships in response to the medical needs of the crews of those ships.

At the same time, other MSC women perform vital secretarial and clerical tasks. Some choose to remain in those career fields while others use them as a means of obtaining experience to qualify for specialized or professional careers.

Perhaps MSC has been more fortunate than most commands since women were assigned to staffs embarked in Navy troop transports during the immediate post-World War II era. As a result of past experience and successes, MSC commanders and supervisors have not been hesitant in providing educational and work opportunity for both sexes. I feel this command offers great opportunity to its women employees. And I am equally certain that the performance of MSC women is one of the primary reasons for successful accomplishment of the many command missions.

Thus, I have two related views concerning the Federal Women's Program, the Federal Women's Program Week, and their overall objective.

I endorse the program fully, and encourage all other members of this command to lend their full support. And it is both my hope and my belief that a career with Military Sealift Command will continue to provide opportunity and rewards for every man and woman, regardless of race, color or creed.



Commander, Military Sealift Command

COVER: Top photo shows Navy Distinguished Civilian Service Medal (left) and U.S. Merchant Marine Distinguished Service Medal, both presented six MSC seamen. Bottom photo includes award winners with Navy Secretary J. William Middendorf II (center right) and Adm. Owen W. Siler, U.S. Coast Guard Commandant (center left) and Rear Adm. Sam H. Moore, MSC Commander (third from right).

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Navy Women in MSC

By Cynthia J. Brodnax

A World War I Navy recruiting poster shows a dewy-eyed young woman in a too-large set of Navy blues with several curls not quite controlled by a sailor's white cap. She clutches her lapels with Shirley Temple-like cuteness, and the poster caption reads, "Gee! I wish I were a man —I'd join the Navy."

That sweet young thing has gone the way of the traditional bell bottoms, and in her place is the Navy woman of today who has indeed come a long way. Some feel there is still a long way to go.

Among the Navy women serving in Military Sealift Command, opinions about their work roles seem to be shades of a common color.

Lt. (j.g.) Mary Jane Meroni, a tanker operations assistant at headquarters for the past two years, joined the Navy "because I felt it offered opportunities to advance and do things I wouldn't necessarily have done elsewhere." She feels she is on an equal footing with all competitors.

Lieutenant Meroni entered the Navy with a Bachelor of Arts degree in elementary education from Marywood College in Scranton, Pa., hardly a background for scheduling the movement of ships that carry petroleum products worldwide for Department of Defense. Not many women hold similar positions in industry, and Lieutenant Meroni finds her job "fascinating, vital, and changing—nothing is boring about it." A native of Haworth, N.J., she requested duty in Washington, and was assigned to MSC.

Quartermaster Seaman Apprentice Mary G. Foreman joined the Navy in January 1975 and was assigned to MSC headquarters after "A" (training) school. Foreman wants to go to sea, an ambition frustrated by Title 10, subsection 6015 of the U.S. Code which prohibits women from serving anything but eight-hour shifts on Navy vessels other than hospital ships or transports. Neither type ship is now operated by the Navy.

Quartermaster was Foreman's last choice as a Navy job specialty, but she graduated third in her class. She feels her training doesn't help her handle message traffic in the Command and Control Center. She would prefer to go to sea. "If I were assigned aboard a ship, I would

YN3 Linda Kelly and SN Lydia Anderson, both in the Gulf subarea command, relax during a break. Yeoman Kelly works in the administration office, Seaman Anderson in cargo.

Cmdr. Dixie L. Dunham, director of ship operations at MSC, Far East, talks with secretary Emiko Takara.

seriously consider re-enlisting—might even make a career of it," she said.

She joined the Navy for its educational benefits, and plans to study forestry. Her interest in going to sea is shared by Quartermaster Seaman Jennifer E. Moon and Radioman Seaman Apprentice Carasundia C. Rivers, Navy women who also serve at MSC headquarters. Moon works with Foreman in the Command and Control Center, and Rivers works in communications. Radioman Third Class Patricia A. Betivas joined the communications center in July.

The director for exchange and special services at MSC, Atlantic, Lt. (j.g.) Barbara Furst, graduated from Officer Candidate School in 1973 and reported to MSC in February 1975. With a Bachelor of Arts degree in history from Willamette College in Salem, Ore., Lieutenant Furst, a native of Portland, Ore., joined the Navy because it "offers marvelous opportunities for both men and women." She added that there are not many jobs in which a college graduate, after several months of training, finds herself responsible for stock worth a quarter of a million dollars and a dozen people. She plans to go to graduate school, but says, "I've enjoyed the Navy and feel that I've given it something."

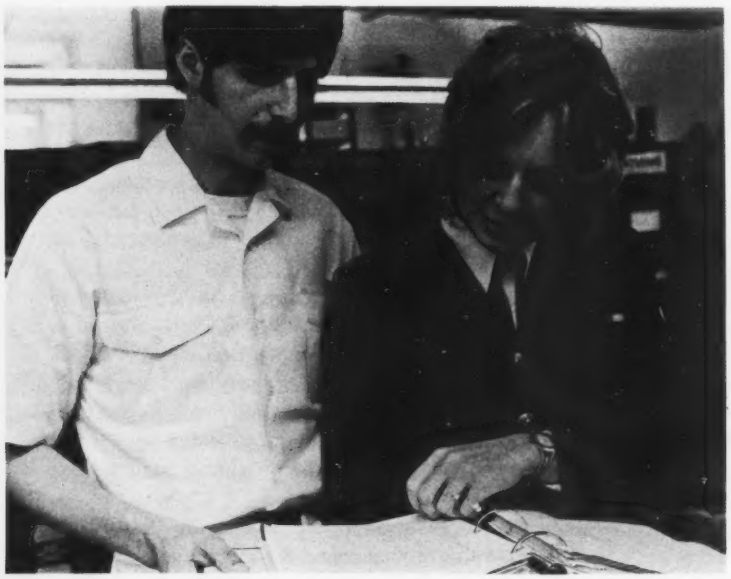
Seaman Sandra Collinz joined MSC, Atlantic less than a year ago. Her initial Navy job involves a variety of tasks. Collinz spends her mornings in the military personnel office, preparing the day's duty schedule, and afternoons in the security division typing and filing. Collinz also has helped prepare graphic aids and was the command photographer for five months, receiving a commendation from MSC Commander Rear Adm. Sam H. Moore for her photos of the firefighting school at Earle, N.J., which appeared in the March 1975 Sealift. From Norwalk, Calif., Collinz left college to join the Navy.

A new arrival at MSC, Atlantic is Yeoman Third Class Betty Jean Hamm, a native of Brooklyn, N.Y. Assigned to the personnel office, she came to MSC from a year-long assignment at the U.S. Naval Station in Annapolis, Md. as a boatswain's mate. "I didn't like doing a man's work," said Hamm of the painting, chipping and bilge cleaning she did in her former rating.

Prior to joining the Navy, Hamm worked for nine years on New York's Wall Street doing office work. She also has done secretarial work at a New York state prison. With two years of college behind her, Hamm plans to finish at night, studying business administration and accounting. Although going to sea and doing "man's work" is not for her, Hamm believes that there are plenty of boatswain's jobs available for women who like that sort of work.

Other Navy women serving at MSC, Atlantic are Yeoman Second Class Marie Reader, military personnel, from Temina, N.D.; Storekeeper Third Class Edith Torres, stock department, of Puerto Rico; Radioman Seaman Anita Green, communications, Waretown, N.J.; Seaman Carmen Grogan, communications, New York, N.Y.; Seaman Suzanne Butler, medical department, Milford, N.H.; Yeoman Second Class Marilyn Hutcheon, admiral's writer, Long Island, N.Y., and Radioman Seaman Sandra Elliott, communications, Queens, N.Y.

As staff quartermaster for MSC, Pacific for the past



YN2 Marie Reader works in the military personnel office at MSC, Atlantic. Her husband, DP2 Robert Reader (left) is in the Navy reserve.

RMSA Carasundia C. Rivers checks a message in the MSC communications office.

two years, Quartermaster Third Class Paula Gandolfo does "as much quartermastering as possible." Some of her functions are preparing information for the admiral's weekly briefing, keeping track of MSC ships assigned to the Pacific area, and maintaining stocks of quartermaster equipment and material a ship would need in an emergency.

Gandolfo has always loved the sea. When she arrived at Treasure Island, Calif. two years ago, she requested permission to go aboard the destroyer USS Carpenter. "The Navy public affairs officer thought it was pretty funny," she said. The ship was taking a dependents' cruise, but "I wasn't a dependent, and I wanted to do my job," Gandolfo said. She got duty orders for a weekend and worked aboard Carpenter, though she didn't sleep on the ship.

She performed the full range of quartermaster duties which helped later when she took her third class exam. She was advanced on June 16. "If you had not been on board a ship, it would be hard to answer the questions," she said. Gandolfo said she would like to go to sea, because "I think I could do a good job. However," she said, "there are enough men aboard ships, and a woman's place just isn't aboard ships—it's too harsh." Gandolfo firmly believes that what a woman can get out of the Navy depends entirely upon the woman, her ability and effort.

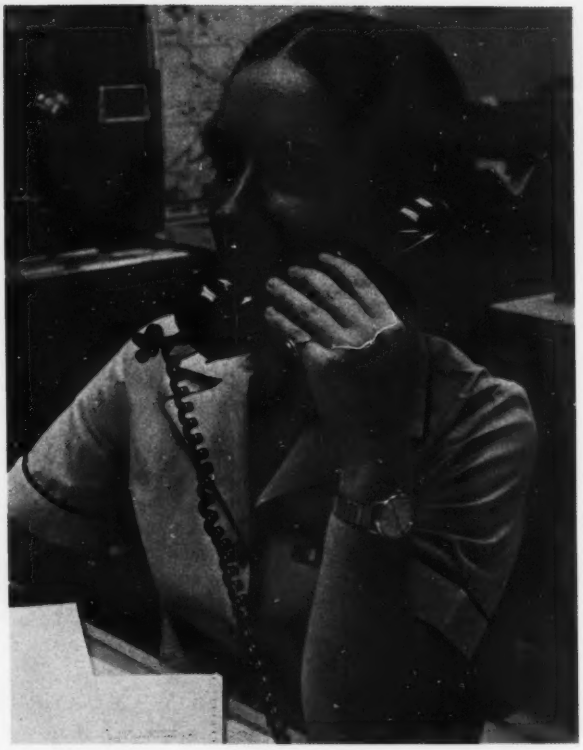
Photographer's Mate Second Class Julie Holmes, also assigned to MSC, Pacific agrees with that view. Holmes, a native of Bath, Maine, works in public affairs and engineering.

Lt. (j.g.) Kathleen A. Gutierrez holds a doubly unique position in the MSC office at Anchorage. Lieutenant Gutierrez assumed the duties of executive officer of that command in February. She is the only woman officer now assigned to the Alaska mainland as well as the first woman naval officer to hold the position of executive officer in an operational command.

MSC's Anchorage office is responsible for all ocean transportation to, from and within Alaskan waters and monitors the MSC contract for the Cool Barge operation. Under that contract, commercial tug and barge operators supply Alaskan military sites.

Lieutenant Gutierrez is a native of Boston and graduated from Bridgewater State College, Mass., in 1971 with a Bachelor of Arts degree in English. After several frustrating interviews for teaching positions, she happened to see a television program about women in the military and decided to investigate the possibilities.

Her initial assignment was Pensacola, Fla., where she was a member of Training Squadron Four, a jet pilot training squadron for Navy and Marine Corps officers. There she served as assistant administrative officer, with additional duties as public affairs and enlisted personnel officer. During her tour there she had the unique opportunity of landing aboard the deck of an aircraft carrier in the back seat of a jet.



LT (j.g.) Mary Jane Meroni, tanker operations assistant at MSC headquarters, holds a job unusual for a woman in the service or industry.

Storekeeper Third Class Clara Byron thinks that "going to sea would make a woman out of a girl, just like they say it makes a man out of a boy," though she has never given the idea serious consideration for herself. She has been at MSC, Gulf for a year and received on-the-job training as a supply assistant. Byron, of Fitzgerald, Ga., had no definite field of interest when she joined the Navy, but feels that the Navy offers more choices than civilian life.

Joining the Navy was "something I always wanted to do," said Seaman Recruit Bonnie Walker. Walker is driver for Capt. Robert J. Richards, head of MSC, Gulf. "As a kid I used to think that women could go to sea, but then I grew up and found out differently." She does not have strong feelings about women going to sea, but said she would enjoy trying it out for a month, then deciding whether or not to stay.

Regarding opportunities for women in the Navy, Walker noted that women can not enter the nuclear field. But, she feels, the Navy teaches responsibility and offers security. Walker, a native of Willoughby, Ohio, said, "If I had a daughter, I'd tell her to join the Navy."

Seaman Sarah Estes is a working mother in the Navy. A native of Port Barre, La., she has two children aged

QMSN Jennifer E. Moon at work in MSC's Command and Control Center.

two and four and joined the Navy to support them. At MSC, Gulf she types and files in the comptroller's office where her job is "peaceful—I'm enjoying it."

Estes is considering going into data processing, and has no desire to go to sea. "I've been on ships, and they're too crowded," she said.

Other Navy women who serve at MSC, Gulf are Yeoman Third Class Linda Kelly, administrative office, of Philadelphia; Seaman Agnes Kern, legal office, Minneota, Minn.; Seaman Constance Andrews, assigned temporary additional duty in the office of the Chief of the Naval Reserve, of Indianapolis; Seaman Linda Johnson, operations, San Diego, and Seaman Lydia Anderson, cargo department, New Orleans.

"Equal pay for equal work" was one of the primary reasons Cmdr. Dixie L. Dunham, director of ship operations at MSC's Far East command, joined the Navy in 1953. She recalled a civilian experience that precipitated her decision to join the military. A native of San Marcos, Tex., Commander Dunham had decided to leave a "rather routine" job in Dallas and was training her replacement, who was a man. "I found he was starting out at a higher salary than I was receiving after working in the job for two years," she said. "I decided then, whatever I did, I would receive equal pay for equal work. At the time, the military was about the only organization offering that opportunity.

"At the outset, I had no intention of making the military a career," she said. Six months later, finding the work interesting, she decided to stay.

In her present position at MSC's Far East command, Commander Dunham routes MSC cargo vessels around an area that covers more than 30 million square miles of the Western Pacific and Indian Oceans. Reporting to the Far East command last March, she was involved in scheduling MSC ships used in the evacuation of South Vietnam in March and April.

During her 22 years in the Navy, Commander Dunham has seen important changes in the status of Navy women. "When I joined the Navy, the administration of women was largely separate from that of the rest of the Navy," she said. At most commands the senior woman officer had the collateral duty of advisor for women, and Commander Dunham held that position several times. Because "women are paid the same as men in the Navy and in most cases do the same job, unless actual combat is involved," Commander Dunham believes there is no longer a need for division.

Women should be allowed to serve aboard Navy combatant ships, Commander Dunham believes, as long as they are fully qualified, physically and professionally, for the duty assigned.

Yeoman Second Class Barbara A. Clark, of North Olmsted, Ohio, is a member of MSC's Eastern Atlantic and Mediterranean area command in Bremerhaven, Germany. Clark is interested in a Navy career because of its opportunities and benefits, but is not interested in going to sea. She believes the many Navy women currently performing tasks that were formerly all male are doing a good job. Clark, who works in the administrative office, says her present position is teaching her more about her rating. "I feel I am able to do a better job and am better able to handle unexpected situations because of my training."

It would seem views of Navy women are rather like those of Navy men. Some like the jobs they are doing while others are interested in getting into another field. Some would welcome going to sea while others like the advantages of life ashore. And some are career minded, while others are using Navy opportunities as stepping stones, securing the education, training and experience that will better equip them for success in non-Navy endeavors.

A current Navy recruiting poster carries the message, "When we say 'all hands,' we mean all hands." Navy women seem to be taking the Navy at its word, contributing their talents and skills and reaping the rewards Navy life offers them.

75 Years and Still Growing

Lykes Steamship Co.

By W. J. Amoss, Jr.

In 1975, Lykes Bros. Steamship Co., Inc., whose headquarters are in the 21-story Lykes Center in New Orleans, marks its 75th year of continuous service from the United States ports that ring the Gulf of Mexico.

As part of the observance of its 75th anniversary, Lykes has announced the inauguration of a regularly scheduled monthly service from the Great Lakes to the Mediterranean and Black Sea areas. This is the first time that ships of the Lykes fleet have ever operated on the Great Lakes. The service will be known as the Lykes Great Lakes Line.

The new Lykes service has been hailed by Great Lakes interests as one of the most positive steps for the development of St. Lawrence Seaway cargo traffic in a decade.

"This move by Lykes to provide American flag service on the lakes on a scheduled basis will permit shipments of Export-Import Bank sponsored cargo, U.S. Agency for International Development cargo, U.S.-Soviet maritime agreement cargo, and Department of Defense cargo, now largely precluded by law or agreement from shipment through the Great Lakes ports," said Col. Leonard J. Goodsell, speaking for the Great Lakes Commission, a compact representing the states of Wisconsin, Minnesota, Illinois, Indiana, Ohio, Michigan, Pennsylvania and New York.

W. J. Amoss, Jr. has been president of Lykes Bros. Steamship Co., Inc. since 1973, and has served the company in a variety of positions since 1947. He received a B.A. degree from Tulane University in 1947 after duty as a Naval Reserve officer in the Pacific in World War II. He was recalled to active duty in 1950 and was assigned to Military Sealift Command as assistant cargo officer for the mid-Pacific area. He also is a 1970 graduate of the advanced management program of the Harvard Graduate School of Business.

Another recent progressive step by Lykes was the erection of the $600,000 "Crane with a Brain," now in operation at its New Orleans container terminal located on the Mississippi River at Henry Clay Avenue.

The new container stacker crane and information monitoring and retrieval system give Lykes one of the highest density container storage areas in the world. As many as 2,000 twenty-foot-equivalent containers can be stored and dispatched quickly and efficiently.

Lifting 20-foot to 40-foot boxes weighing up to 40 tons, the crane can transport containers along a 484-foot frontage area and stack them four high with room for another to pass overhead.

Installed on the crane is a computerized monitoring and retrieval system. This "brain" monitors the stowage location of each container and issues a print-out slip which lists the container number, delivery slot where it was picked up, date and time of arrival in the yard and where the container was stored.

This system permits Lykes to efficiently dispatch containers and eliminates long waits for specific containers to be located. It also provides a perpetual inventory.

Manufacturers said the Lykes installation marks the first application of both the crane and the solid-state monitoring system for container yard use.

Lykes has grown steadily since its founding. Today it is one of the nation's largest and most progressive ocean transportation companies engaged in international trading.

Anchoring its operations in the U.S. Gulf, Lykes has maintained a consistent policy of frequent and regularly-scheduled services with an up-to-date fleet of ships designed to meet the needs of its trade routes, which cover most of the globe.

Today's fleet consists of 41 ships of five different classes—with an annual lift capability of 361,310,894 cubic feet of cargo. Included in the fleet are Lykes' unique Seabee-class barge and container transports; 13 combination Gulf Pace-class container and breakbulk ships; 12 highly-automated Gulf clipper-class vessels; 8 Gulf Pride-class units, and 5 Gulf Andes-class ships.

The Lykes ships are highly flexible and can carry bulk, breakbulk, unitized and containerized cargo, or deliver it in barges. Some ships also have space for refrigerated

cargoes and others can transport liquid cargoes. All vessels have container ability. Lykes ships are particularly noted for their ability to transport heavy lifts and oversized shipments, and for carrying live animals.

While the three Seabee barge and container carriers are permanently assigned to the Lykes trade routes from the U.S. Gulf to North Europe and the United Kingdom because of the compatibility of the network of inland waterways in these areas, the other 38 ships are interchangeable on Lykes' other trade routes as cargo requirements dictate.

Ships of the Lykes Line fleet are well-known throughout the world and regularly load and discharge cargo of every imaginable kind in all of the major ports of Lykes' trade routes—and in many lesser known and in yet undeveloped areas as well.

While some Lykes ships may be found working cargo at the world's finest port facilities, still others, completely self-sustaining, may be transferring cargo from offshore anchorages onto native floating craft that have changed little during Lykes' 75-year history.

In addition to the Seabee system which serves North Europe and the United Kingdom, other Lykes ships provide regularly established services covering the entire Far East; the North and West Coast of South America; South, East and Southwest Africa and the islands off the East Coast, and the Mediterranean and Black Seas.

Except for the new Lykes Great Lakes Line, which operates exclusively from the Great Lakes, all other services of the Lykes company originate in the U.S. Gulf and its Gulf-Mediterranean service also calls at South Atlantic ports.

Howell Tyson Lykes, a medical doctor in Florida, whose earliest business ventures included raising both cedar timber for American pencil mauufacturers, and cattle—which found a ready market in Cuba and Venezuela where revolutions had wiped out native herds—sent his first ships to sea under sail.

As Dr. Lykes' seven sons completed their educations, they, too, joined the business, resulting in an expansion of services and the addition of chartered vessels. The company's first major expansion came at the close of World War I when Lykes began acquiring a fleet of 67 ships from the U.S. Shipping Board and adding new services.

With the passage of the Merchant Marine Act of 1936, 36 companies became eligible for government aid for construction of new U.S. flag merchant ships. However, only nine were willing to take the risk and to pledge large sums of money for replacement of their aging fleets.

Lykes was in the forefront and agreed to construct 28 C-type ships. That contract involved construction of more dry cargo ships than had been built in U.S. shipyards for the entire American merchant marine since the end of World War I.

Many of the ships were being built when war clouds gathered in Europe. These vessels met the urgent needs of the United States and her allies, first as war spread across Europe and then in the Pacific areas. A Lykes ship was the first merchant vessel lost by enemy action in the Pacific, and numerous others became victims of submarines in coastal waters or while being convoyed to England, France—in the Mediterranean or through the frozen Arctic waters to the far northern Russian port of Murmansk.

Some of the comparatively new Lykes C-type ships, built under the Merchant Act of 1936, were loaded with vitally needed war cargo and sent across the Atlantic Ocean on their own. Their speed permitted them to outrun most enemy submarines.

When World War II ended, 23 Lykes ships had been lost and 272 members of their crews had died. The record of Lykes was second to none in the American shipping industry. The company played a major role in the total war effort, and earned the nation's highest honor, the Four Star Citation and Pennant.

Between 1940 and 1951, Lykes acquired a new fleet of 54 C-type ships, making it the largest privately-owned American flag fleet under a single management. This was the company's post-war fleet but its staff was already busy

Seabee class ships like the Tillie Lykes are the largest and most unique of all the ships in the Lykes fleet. Designed for the U.S. Gulf to northern Europe trade, these ships are the only vessels in the world using a 2,000-ton submersible stern elevator to load and discharge two barges at a time.

A shore-side crane lifts a Continental Trailways bus from a Seabee barge. Gulf Pacer class ship Zoella Lykes is in the background.

looking ahead and planning for the ships that would be constructed to replace existing vessels.

Until this time the Lykes shipping organization had remained a closely held family enterprise. However, as new ship designs took shape and replacement costs were examined, it became clear that large sums of capital would be required to finance the estimated half billion dollar cost of a new fleet. In 1958 Lykes offered approximately 10 per cent of its stock to the public for the first time to finance its vast new building program.

In 1950, enemy troops stormed into South Korea. Within hours, the U.S. merchant marine and Lykes were again supporting national military policy. Lykes vessels in and around Japanese and Korean waters were pressed into immediate service and others later were made available to the government, thus beginning another important chapter in the service of Lykes to the nation in time of emergency.

In 1960, Lykes took delivery of its first new ships in a total fleet replacement program that continued until the final ship was delivered in 1973. Last of the units to be completed were the three unique Seabee barge and container ships. Each is 875 feet long and equipped with a 2,000-ton submersible, hydraulic, stern elevator that can load and discharge two 1,000-ton barges simultaneously, and a deck transporter system that lifts the barges from the elevator, then delivers them to their stowage areas on any one of the three decks that run the full length of the ships.

The Lykes Seabees are the only barge carriers using an elevator to load and discharge. All other barge carriers use more conventional deck cranes which limit barge size to under-500-ton units.

Patents on Lykes Seabees have been granted in the United States and six other countries, and patent applications are pending in two more countries. Features of the Seabee transport have been patented in the United States, Great Britain, Germany, Italy and the Netherlands, and an application is pending in Japan. Seabee barge patents have been granted in Italy and Belgium and are pending in the United States, France, Germany, Great Britain, the Netherlands and Japan.

Only recently, Lykes announced that it had granted a license permitting Valmet Oy, a Finnish shipbuilding company, to build two Seabee-type barge carriers for the Soviet Ministry of Merchant Marine.

After evaluating other barge handling ships, the Soviet Ministry of Merchant Marine selected the Lykes Seabee system as having the capacity and flexibility they desired in merchant vessels of this class.

U.S. Navy authorities and other branches of the federal government have expressed great interest in the unique design of the Seabee vessels. They are looked upon as highly important military auxiliaries should they be required in time of international conflict involving this nation's forces.

In their peacetime commercial role, the Lykes Seabees and the company's more conventional vessels are playing an important part in supplying the transportation services needed by Military Sealift Command to meet its worldwide military cargo requirements.

In 1962, the directors of Lykes Bros. Steamship Co., Inc. decided to embark on a planned program of diversification. By 1966, the company had made substantial investments in insurance, banking and electronics. In 1968, Lykes Corp. a holding company, was formed and Lykes Bros. Steamship Co., Inc., became its principal subsidiary.

A year later, Lykes Corp. and the Youngstown Sheet and Tube Co. of Youngstown, Ohio, the country's eighth largest steel producer, merged into a newly-created holding company known as Lykes-Youngstown Corp. (LYC). In addition to its steel, shipping, insurance, banking and electronics interests, LYC has extensive holdings in natural resource companies engaged in coal mining and natural gas production; the manufacture of drilling rigs and other oil field machinery, metal products, welded and rolled form products and fiberglass reinforced plastic pipe.

Seventy-five years is a long time—a lifetime—and Lykes ships have traveled many miles since that day when its sailing schooner crossed the Florida Straits from Ballast Point to Cuba to deliver a shipment of cows.

And, though the company has grown tremendously into a highly diversified organization ranked among the major industrial companies of the United States, members of the Lykes family continue to control the far-flung operations, holding as they do more than 40 per cent of the outstanding common stock of Lykes-Youngstown Corporation. ⚓

Vietnam Wrap-up

By JOC Dan Hansen Photos By JOCS Byron S. Whitehead, Jr.

For the first time in more than 30 years, peace reigns throughout Vietnam. Many lessons have been learned during those 30 years. New concepts of amphibious and land warfare were developed and tested. Political and economic warfare was introduced to U.S. military forces, and provided the setting for one of the largest logistic support operations in the history of warfare.

The U.S. Navy's Military Sealift Command (MSC) provided the backbone for that logistics effort. On-scene coordination was handled by the Military Sealift Command office, Vietnam under the guidance of Military Sealift Command, Far East, one of four area commands of the worldwide organization, which is responsible for providing Department of Defense sealift.

From 1964 to December 1973, more than 34 million measurement tons of cargo and 400,000 passengers were moved in the Far East area. A measurement ton is a measurement of volume rather than weight, equalling 40 cubic feet. Most of the passengers carried aboard MSC operated troop transports were Republic of Korea troops shuttling between Pusan and South Vietnam. These figures include only cargo moved from Western Pacific ports to Vietnam, not total cargo delivered during the conflict.

Overall, it was an enormous supply effort, performed by dedicated people who started with limited docking, unloading and storage facilities. Most harbor facilities needed to handle a large volume of cargo were developed after U.S. forces moved into Vietnam, bringing with them the equipment they needed.

Prior to 1965, MSC was represented in Southeast Asia by one Navy officer who acted as liaison officer for MSC ships. Based in Saigon, he controlled shipping in and out of South Vietnamese ports. In April 1965, Lt. Cmdr. G. J. Kaiser arrived in Saigon to open the Military Sealift Command Office, Vietnam.

The office was set up by people on temporary duty from Far East headquarters in Yokohama. From a 5-man operation in 1965, the office swelled to over 100 people with nine subordinate MSC units located throughout the country by 1969.

All in-country units were manned by U.S. Navy and locally hired personnel with most of the cargo-carrying ships crewed by U.S. civilian mariners. Involved were Far East government-owned vessels, similar ships from other MSC area commands, civilian ships under charter, and the Far East LSTs (landing ship, tank) manned by Japanese and Korean mariners.

The reality of the war had been brought home early to Military Sealift Command, when USNS Card was sunk in Saigon harbor by Viet Cong sappers in 1964.

In March 1965, the Japanese-manned LST 550 was bombed in DaNang harbor, an action which caused tightening of security for off-loading cargo operations throughout the country. Capt. S. Kamata, master of LST 550, said his Japanese crew reacted well to the bombing and none had thoughts of seeking other employment. They were MSC mariners doing a job, and risk was part of that job.

The MSC chartered ship SS Baton Rouge was sunk in Saigon's main shipping channel by a Viet Cong mine in August 1966. Seven men were killed and one injured, but the master and crew quickly moved their ship out of the channel, keeping it open to traffic. In spite of the risks involved, ships and supplies continued to move.

Doing the job were men like Capt. I. L. Morris of Stoneyford, California, master of the MSC chartered SS Hope Victory, who sailed his ship up the treacherous Long Tau shipping channel linking Vung Tau to Saigon.

The channel winds through the Rung Sat special zone, which roughly translated means "killer forest." This was a favorite playground for Viet Cong forces since one cargo ship sunk in the channel could effectively close the waterway to Saigon. Although elaborate security measures were taken, each ship crew flirted with disaster when they made that transit. Captain Morris made the run many times during his 3½ years of operating in and out of the war zone.

MSC Office, Vietnam personnel were not isolated from the war. Petty Officer First Class B. C. Foster was the first MSC military casualty. His was one of those unusual situations that come up in every war—events that are funny when recounted in later years.

He was riding a C-130 cargo plane from Saigon to DaNang when his aircraft was hit by small arms fire. He heard a sharp cracking noise, like a firecracker going off, but didn't realize he was hit until he stood up and a bullet fell out of his pants leg. Luckily, his wound was superficial.

Seaman John J. Stegeland was not as fortunate. He was killed and two other MSC Navy men injured when their living quarters at Qui Nhon were hit by rocket fire.

Petty Officer Third Class Albert E. Preece III, received the Bronze Star for his actions during a rocket and mortar attack at Vung Ro. He left the safety of a bunker during an attack to warn two MSC ships in the harbor to get under way. The citation accompanying his medal said his "aggressiveness and coolness under fire undoubt-

edly saved the two ships and avoided injuries to the crewmen aboard."

It was all part of the MSC job of shepherding an endless stream of cargo and ships to their destination. By 1969, 1.75 million tons of supplies were arriving in Vietnam ports every month. Included were tanks for Marines in the North, ammunition for Army units in the South, replacement parts for aircraft, food supplies and vehicles. If cargo arrived by ship, and 95 per cent of the volume of material developed in Vietnam was sea-borne, MSC had a hand in its delivery.

MSC responsibilities did not stop at the seaports, however. Supply-laden tugs and barges operated by civilians under MSC contracts, traveled the rivers and waterways of the country to remote bases to make their deliveries. Often they were escorted by patrol boats and aircraft.

This was not a glamorous job. Individual tasks were tedious, time consuming, frustrating and yet, fulfilling. Had MSC personnel not been present to route supplies and provide liaison between the incoming ships and troops in the field, the logistic effort could have bogged down in a hopeless snarl of lost and misrouted cargo.

Their duties were numerous. They boarded each MSC ship on arrival, delivered and picked up mail, assisted crewmen in obtaining medical service, arranged for tugs, barges and liberty boats, and made certain ships were resupplied and refueled. When storage facilities were unavailable, or there was an urgent need for a particular cargo elsewhere, they were responsible for diverting the ships and their vital cargo.

It was an around-the-clock job, but many men still found time to devote to other projects. Petty Officer Third Class Harold H. Harkenson II, of the MSC unit at Cam Ranh Bay, helped obtain 1,000 pounds of clothing for Vietnamese refugees in the Cam Ranh Bay area. His parents and residents of his hometown of Solvang, California, collected the clothes and paid shipping charges to Vietnam. Harkenson handled the distribution at Cam Ranh Bay.

Petty Officer Third Class Charlie Williams used his spare time to teach English to Vietnamese workers at Phan Rang. Most MSC units were involved with the local population in one way or another. Some helped orphanages, others worked with local people on widely varied projects. When aid was needed, they gave it.

There were exciting and memorable times, too. During the 1968 Tet offensive, nearly half the Vietnam office staff were stranded in their quarters. The others remained in the headquarters building for four days during fighting in Saigon.

Lieutenant (j.g.) Kenneth F. Crimmons, who headed the MSC unit at Can Tho, hitched a ride on an Army helo to return to his unit after conducting business in Saigon. During the flight, the helo crew was directed to support a South Vietnamese Army unit in the Moc Hoa area.

The craft remained in the area for six hours, providing combat support and medical evacuation assistance to the Vietnamese forces. For the Army helo crew, it was all in a day's work. For Crimmons, it was an entirely new experience, one he probably vividly recalls. The Army crew later presented him a certificate noting that he had flown seven hours under combat conditions, half the time required for an air medal. According to reports, he was not anxious to go after the other seven.

For eight years, the cargo moved. It was delivered in the face of enemy attack, monsoon weather and other obstacles, both man-made and natural. It moved so well that in 1969 the Military Sealift Command Office, Vietnam became the first unit in the history of the Military

During Vietnam operations, more than 95 per cent of U.S. military cargo was delivered by sea. Across from MSC's Saigon office, MSC chartered ships SS Arena and SS Whitehall berth for unloading.

Sealift Command to receive the Navy Unit Commendation.

Army General William C. Westmoreland, then commander of U.S. forces in Vietnam, summed up the unit's performance best: "Never in the history of the Vietnam conflict has a combat mission been cancelled or delayed due to lack of logistical support."

Calendar year 1973 brought an end to U.S. military action in Vietnam and it also provided the stage for another enormous MSC operation. The signing of the Paris Peace Accords called for the departure of all U.S. combat forces by March 30, 1973. The withdrawal also provided for the transfer of unneeded materials and equipment from Vietnam to other Department of Defense installations in the Western Pacific and the United States.

It was called Operation Roll-Up. MSC, Far East staff personnel working closely with the Vietnam office, used 52 ships to lift 195,000 tons of military cargo, including two Korean combat divisions. The job was finished in 90 days, with 100 per cent of the required tonnage successfully lifted.

MSC responsibilities in Vietnam did not completely phase out with the withdrawal of U.S. forces. Under the Paris Accords, the United States was still committed to supplying Vietnamese armed forces ammunition and some equipment on a one-for-one basis, as it was used. In addition, the Mekong River, designated as an international waterway, was used to fulfill military support agreements with the Cambodian government.

When MSC's military personnel were withdrawn from the country, U.S. Civil Service personnel moved into Saigon to man the headquarters office. MSC interests in the Vietnam outports were looked after by commercial shipping agents under contract to MSC, Far East and the U.S. Army.

Donald I. Berney, Palo Alto, California, was selected to run the office in Saigon. During his two years as head of the office, his largest responsibility, in addition to overseeing the movement of cargo that supplied Vietnamese forces and U.S. government installations in Vietnam, was Project SCOOT.

SCOOT was an acronym for Supply Cambodia Out of Thailand. In the beginning, commercial tugs and barges were loaded in Sattahip, Thailand, then towed through the Gulf of Thailand and the South China Sea to the mouth of the Mekong River at Vung Tau.

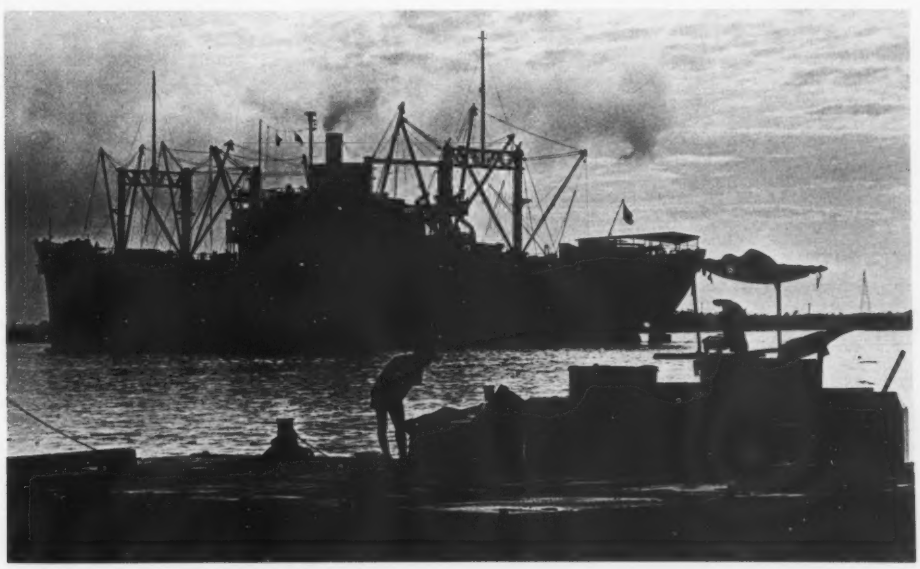
Berney's responsibility started at Vung Tau. He ensured that voyage repairs were made and that the ships were routed up the Mekong to Phnom Penh in Cambodia. Later, supplies were delivered at Vung Tau by breakbulk cargo ships and loaded onto barges there.

Berney was the on-scene coordinator for this operation, responsible for maintenance of tugs and barges, stevedoring and security of the ships. The entire operation, from offloading the ships to transporting the material up the Mekong River was handled by civilian firms on a contract basis, but ended when Cambodia rebel forces closed the Mekong River in February 1975.

In March 1975, Military Sealift Command faced its final challenge in the Republic of Vietnam. A Communist offensive took the country in a matter of days.

For thousands of Vietnamese citizens fleeing the Viet Cong and North Vietnamese forces, sea transportation was the only means of escape. The State Department asked Department of Defense for assistance in mounting a humanitarian rescue effort and Military Sealift Command was tasked with the job of lifting as many as possible.

At the time, seven MSC cargo ships were in the Vietnam area. Two, USNS Sgt. Andrew Miller and Greenville



A U.S.-flag vessel chartered by MSC heads up Saigon River. In foreground a small boy stands on a pontoon next to a South Vietnamese river patrol boat.

Victory, were government owned vessels. Five were commercial ships under MSC charter: the United States Lines ships, SS Pioneer Commander, SS Pioneer Contender, and SS American Reliance; Seatrain Lines' SS Transcolorado and the SS Green Port, owned by Central Gulf Steamship Co. These ships, plus a Korean tank landing ship and five tugs and accompanying barges, also under MSC, Far East charter, were used during the first two weeks of the evacuation. Navy fleet ships also assisted in the rescue effort. (See June Sealift.)

In the last days before the fall of Saigon, other ships also evacuated Vietnamese citizens. They were MSC's USNS Sgt. Truman Kimbro and four vessels already under MSC charter, SS Green Wave, SS American Racer, SS American Challenger and SS Green Forest.

'Hectic' is a word insufficient to describe the first days of the evacuation. MSC ships moved into DaNang to move refugees south to Cam Ranh Bay. Within a few days, they were taking these same people farther south to Phu Quoc Island in the Gulf of Thailand off the Vietnam-Cambodian border, and to Vung Tau.

There was no time to prepare the ships, and little in the way of authority to govern the people once they were aboard. Crews aboard ships were small, seldom more than 50 men. Average age of the crewmen was 45. For nearly 10 days, these men cared for thousands of frightened Vietnamese. Later, U.S. Marine security detachments and Navy medical personnel were put aboard the ships to aid in controlling and helping the evacuees.

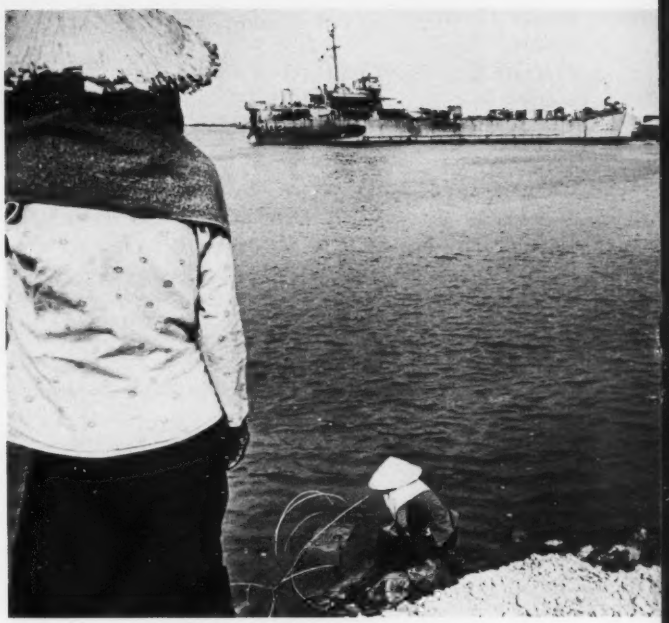
When there was no longer hope for survival of the Republic of Vietnam, these same ships carried thousands to the Philippines and Guam for eventual transportation to the United States. MSC offices on Guam and in the Philippines helped the ships and the temporary camps housing the refugees.

Approximately 200,000 Vietnamese fled the country before it fell. More than 179,000 were transported aboard MSC controlled ships.

In the circumstances surrounding the last days of the Republic of Vietnam, MSC was the only organization capable of providing sealift transportation for the Vietnamese people. U.S. Navy vessels were in the area, but could not enter Vietnamese waters. U.S. Navy ships did pick up refugees from boats and barges at sea and coordinated the State Department directed evacuation.

By the middle of May, MSC's role in the evacuation was over, and command ships went back to the business of moving cargo.

Their crews took many memories with them, some good and some bad. Aboard the USNS Sgt. Truman Kimbro, the crew had something special to think about. Just before the ship pulled into the Philippines with a load of Vietnamese evacuees, a baby boy was born. The parents called their son Con Kim-Bro in honor of the ship that brought them to freedom. More than 25 children were born aboard ships involved—all of them automatically U.S. citizens.



USS Luzerne County beaches for ammunition loading at Vung Tau.

In the future, there may be many debates on the why and how of Vietnam, but they will not diminish the accomplishments of Military Sealift Command. The organization was tasked with a job and it accomplished that mission. There was no reluctance and little fanfare. Ships and their supplies arrived on time, in the right places, and the people did all they could possibly do as a matter of routine. They were, in short, professionals doing their job.

The Military Sealift Command, Far East was the command tasked throughout the long effort to logistically support forces in South Vietnam. The command is now small, compared to its size in the war years. It no longer operates government-owned ships and the headquarters staff in Japan has been cut in half. Still, when the Vietnam emergency flared in March, the command responded, met its emergency commitments and continued its everyday business of moving Defense cargo.

The situation now is normal for members of MSC, Far East. But, the talent, the expertise and the dedication remain. Should another situation arise where ships and men are needed to move people or cargo in an emergency, MSC, Far East will respond, and the job will be done.

You've Come A Long Way, Yeomanette

By Cynthia J. Brodnax

On July 30, during International Women's Year, women in the U.S. Navy officially celebrated their 33rd year of service. But the first woman actually entered the Navy 67 years ago. In August 1908 the first Navy nurses, called "The Sacred Twenty," reported for duty with the U.S. Naval Hospital in Washington, D.C. During World War I other Navy nurses served overseas and aboard Navy transport ships Mayflower and Dolphin. Their ranks numbered 1,386 by the last year of the war.

In a 1916 act, Congress authorized six classes of Navy reserve units, among them the Naval Coast Defense Reserve. Secretary of the Navy Josephus Daniels, finding no law on the books indicating that yeomen had to be male, directed that women be enrolled in the Naval Coast Defense Reserve "to release enlisted men for active service at sea." The Navy Department authorized the enrollment of women on March 19, 1917 as yeomen, radio electricians, and other ratings "considered essential."

By the end of World War I, there were 11,275 Yeomanettes, or Yeomen (F) in service. They handled much of the Navy Department clerical work, and many other duties as well. However, when the war ended, need for their services was less pressing. Carried on the inactive rolls of the Navy, they collected $12 a year retainer pay. As their enlistments expired, they were discharged.

World War II renewed interest in the abilities of American women. In 1942 Congress authorized a Navy component for women called Women Accepted for Volunteer Emergency Service, or WAVES. Initial authorization was for 10,000 enlisted WAVES and 600 officers, but womanpower requirements soon increased.

Smith College in Northhampton, Mass. became the first officers' training school for women. Candidates for commissions were required to have completed college, or have two years of college and two of working experience. A boot camp was set up at Hunter College in New York City, and 1,680 new seamen reported every other week.

By September 1945 there were 78,000 enlisted women and 8,000 officers on active Navy duty. Women then filled 18 per cent of shore billets. Most enlisted women were seamen, with 14,500 filling yeoman jobs and the rest

Commissioned Navy officer (left) and enlisted woman model World War II summer work uniforms.

World War I Yeomanettes from Washington, D.C. march through New York City during Victory Bond drive.

working as telegraphers, electricians, cooks, printers, bakers, and storekeepers.

Many Navy women probably wearied of the saying, "Go get 'em, tiger—I'll mind the store." Some members of the distaff team must have wanted to go out there and get 'em, too.

Knocking down barriers is never easy, or accomplished quickly. Little by little throughout the past 33 years, women have been building their status in the Navy.

The first hurdle was cleared in 1948 when Congress passed the Women's Armed Services Integration Act giving women both permanent and equal status in the Navy. Yet a powderpuff aura still seems to dust Navy women at times. A comment from a Navy magazine in 1972 said most Navy women still "find themselves in the enviable position of being in the minority wherever they go in the Navy. Who objects to this?"

Nevertheless, Navy women have entered formerly inviolable territory. Currently only 15 ratings are closed to enlisted Navy women, including aviation antisubmarine warfare operator, gunner's mate (missiles and technician), missile technician, precision instrumentman, and sonar technician (surface and submarine). The Bureau of Naval Personnel explains the closed ratings as follows: "With few exceptions, the student output of Class 'A' schools for these ratings is required to fill billets in vessels or on air crews in combatant aircraft."

Forty-five ratings are open to women, and 41 are "controlled" meaning a limited number of women work in those fields. Many of the controlled billets provide opportunity for ship to shore rotation by Navy men. Obviously, filling those jobs with women would severely limit available ashore jobs for those returning from sea duty.

Title 10, subsection 6015 of the U.S. Code was enacted in 1948 and codified in 1956. It bars women from serving in combat vessels or aircraft. However, a bill introduced before the House of Representatives in January 1975 would amend Title 10. It says, "women members may not be excluded, solely on the basis of sex, from duty involving combat."

The law as it stands sometimes works in strange ways, as in the case of Ens. Mary Tean, assistant production officer for news films and contract motion pictures in the Navy Office of Information in Washington, D.C.

Ensign Tean was serving as technical advisor for the Navy on a film about Navy chief petty officers and requested to go aboard USS California in Norfolk, Va. with the film crew for 10 days of filming. California's operations officer said that quarters were available for Ensign

Tean with separate bathroom facilities, and if anyone felt it was necessary, a guard could be placed outside her door.

Despite the offer, someone pointed out that Navy women may go aboard Naval vessels during daylight hours only. Consequently, the Navy technical advisor was not along to do the job she had been selected to do.

Although women now may not serve aboard Navy combatant ships, a pilot program was initiated in 1972 to observe performance of women at sea in other than medical billets. In August 1972, approximately 23 women officers and 97 enlisted women were assigned to the hospital ship USS Sanctuary. The women were assigned watches and other military duties comparable to their ratings and on an equal basis with the male crew. Women worked in all departments except engineering, and the commanding officer of Sanctuary reported they performed their duties well. There were no major problems and the program was deemed a success.

One group was not enthused, however. Some Navy wives whose husbands were aboard Sanctuary charged that a ship with women aboard would be crawling with husband stealers. One woman officer assigned to Sanctuary answered the charge with, "A man is only distracted when he wants to be. If the wives feel jeopardized by us, that's a sad commentary on the degree of professionalism on the part of the men and women on the ship. We are professionals here to do a job, not to tantalize, scandalize, and romp about." Unfortunately for the program, the USS Sanctuary was decommissioned on March 31, 1975 as part of overall fleet reduction.

In 1972 another test program was announced, and in early 1973 eight women officers and officer candidates entered the naval aviation program. Although women are forbidden to participate in combat missions, they can be assigned as transport pilots, fly search and rescue or weather reconnaissance missions, and as instructor pilots. Women in this program learned to fly various types of non-combatant Navy aircraft, and today the naval aviation field is open to Navy women. Navy already has six women pilots and seven more are in training.

Although "there's been a lot said about firsts for women," said H. Minton Francis, deputy assistant secretary of Defense for equal opportunity, "some of the tougher problems lie ahead. We are entering a much more difficult period in the combating of discrimination against women. Because most of the superficial and obvious barriers have been removed, there is a tendency to feel complacency that the job has been completed. Further action will be needed to eradicate more subtle and perhaps more discriminatory acts."

The Bureau of Naval Personnel is working to forestall any such subtleties. An instruction was issued in May 1975 "to avoid sex bias in referring to naval personnel" by choosing neutral words to "ensure equal recognition of women in the Navy."

Retired Capt. Robin L. C. Quigley, former assistant chief of naval personnel for women, felt that use of the term WAVE showed sex bias. "There is," she said, "no such separate, identifiable grouping of women or an

Rear Adm. Victor Blue inspects World War I Yeomanettes in full dress uniform.

organization—either on paper or in fact—as the WAVES. There was at one time, but there has not been for many long years now." Addressing other women in the Navy, she added, "You are now serving in the Navy. You can use its professional labels by saying, 'I am a storekeeper first class, I am an officer.'" Use of the term WAVE could imply that Navy women are a kind of ladies auxiliary to the Navy, Captain Quigley charged.

Retired Rear Adm. Alene B. Duerk, former director of the Navy Nurse Corps, also believes that Navy women themselves have a great impact on their status. "It is the responsibility of the women of today to change the attitudes, abilities, and aspirations of all women so that they not only gain equal rights but that they also deserve equality," said Admiral Duerk.

Admiral Duerk placed great emphasis on individual aspirations, saying, "The prime factor in success is ability. Women's abilities—qualifications—should be the very framework around which their goals are built. You must decide what you want to do and then gain the education and experience to meet the goal. You can not expect to get a job or a promotion unless you have the education or the experience to perform that job."

Selected in 1972, Admiral Duerk was the first woman to attain flag rank in the Navy. In February 1975 Capt. Maxine Conder also was selected to be a Navy rear admiral. She will also be the Navy's second Nurse Corps rear admiral.

Many Navy women seem to be heeding Admiral Duerk's advice. Statistics issued this year from the office of the Secretary of the Navy measure continuation rates of women and men officers.

Comparing women officers commissioned through officers' training school, and men who went through officers' training school for the years 1964 through 1972, the percentage of women remaining in the service as of 1972 was higher than men for seven of the nine years. Of women officers commissioned in 1967 nearly 31 per cent were still in the service in 1972. The rate for men was slightly more than 8 per cent.

The Navy officer candidate school is currently swamped with applicants—more than it can handle—and Navy recruiters advise many women to try again next year. One would-be candidate was told by a Navy officer at the recruiting command in Arlington, Va. that the Navy could accept only 48 of the 250 qualified women applicants. Competition was so great that only college graduates with majors in engineering, math, physics and chemistry were being accepted. Of the 65,854 Navy officers on May 1, 1975 some 3,750 were women. The quota for fiscal year 1975 was 3,777, and for fiscal year 1976 it is 3,803, with 1,252 scheduled for regular duty and 2,551 needed to fill nursing and health-related jobs.

Nearly 37 per cent of the February 1975 graduating class of officers from the Navy officer candidate school in Newport, R.I., were women. Less than a year ago, in October 1974, the graduating class was approximately 31 per cent women officers. There is more room in the enlisted ranks, where the quota for fiscal year 1975 is 18,594. Navy had 16,342 enlisted women as of May 1, 1975.

The most recent and probably most dramatic step in equality for women in the Navy came in June 1975 when the U.S. Senate approved an amendment to a military procurement bill that will allow women to enter U.S. military academies in 1976. The House of Representatives had already passed the amendment.

Since women are barred from combat service, some feel training at the service academies would be wasteful. Cmdr. Robert K. Lewis, public affairs officer at the Naval Academy, said that allowing women into the service academies would require a "two-track curriculum," one for combatant men and another for non-combatant women.

Maine Senator William D. Hathaway, who introduced the amendment, argued that not all male military academy graduates go on to combat roles. The "complex setting of detente," he said, requires women and men of "ability, judgment and superior intelligence" in the armed forces.

The proposed Equal Rights Amendment to the U.S. Constitution, introduced in March 1972, will remove any sexual barriers to service in the armed forces if it is ratified by 38 states within the next four years. Presently standards are higher for women volunteers than for men in the armed forces, with only women required to have a high school degree or equivalent. Passage of the Equal Rights Amendment will make standards equal, and will provide women the same assistance given men to meet the mental and physical military service requirements.

Included in the Equal Rights Amendment is the provision that only those, regardless of sex, who can meet physical demands which combat duty imposes would be eligible for such assignments. Also, Congress will retain power to create legitimate exemptions from compulsory military service, regardless of sex, if the Equal Rights Amendment becomes the 27th amendment to the Constitution.

The Navy women of today have come a long way from the World War I Yeomanettes who wore high-buttoned shoes and sat at desks. Doors to the service academies apparently will soon be open to women, and proposed legislation calls for removal of sexual barriers from the armed forces.

These changes have come about because Navy women, like their counterparts in other branches of U.S. armed forces, have proven their ability and determination. They have confidence in themselves and each other, an important point according to Admiral Duerk. "Your positive attitudes about other women must be readily visible to those with whom you work and associate," she said. "Not strident, noisy opinions, but calm, firm defense of their qualifications and abilities." ⚓

Secretary of the Navy J. William Middendorf II addresses the more than 200 who attended the ceremony.

Medal Winners

Photos By Russ Egnor

"Voluntarily, they exposed themselves to potentially great dangers to do what they felt had to be done, and they fulfilled their tasks in an outstanding manner."

Those were the words used by Secretary of the Navy J. William Middendorf II on July 24 as he presented Navy Distinguished Civilian Service Awards to the six members of the USNS Greenville Victory crew who volunteered to help recapture the SS Mayaguez after it had been seized by Cambodian forces.

In the same ceremony, held in the Department of Commerce Auditorium in Washington, D.C., Secretary of Commerce Rogers C. B. Morton presented U.S. Merchant Marine Distinguished Service Medals to the six men, and a Meritorious Service Medal to Capt. Charles T. Miller, master of the Mayaguez. Music was provided by the U.S. Marine Corps Band and a Marine color guard opened the ceremony.

Earlier in the day Captain Miller and the six Greenville Victory crewmen visited President Gerald Ford in the White House Oval Office. Captain Miller, accompanied by members of R. J. Reynolds Industries, Inc. and Sea-Land Service, presented the wheel of the Mayaguez

to the President. Rear Admiral Sam H. Moore, MSC commander, accompanied the MSC Civil Service mariners.

Immediate families of the seven heroes attended the award ceremony in the Commerce auditorium and were guests of R. J. Reynolds Industries at a reception following the ceremony.

All six Greenville Victory crewmen were on hand, led by First Officer Clinton H. Harriman, Jr. Included were 2nd Assistant Engineer Michael A. Saltwick, 3rd Officer Karl P. Lonsdale, Yeoman-Storekeeper Robert A. Griffin, and Oilers Herminio Rivera and Epifanio Rodriguez.

Also attending the ceremony and reception were wives Heidi Harriman, Barbara Saltwick, Ana Rivera and Matirda Rodriguez. Coast Guard Capt. Adrian Lonsdale and Mrs. Lonsdale were on hand to see their son honored, as were Karl Lonsdale's brother and cousin, Ross Lonsdale and Richard Reed.

Mrs. Sylvia Sullivan, mother of First Officer Harriman, also attended as did Milton Griffin and Beverly Lynch, father and sister of Robert Griffin.

President Ford lauded the bravery and professionalism of Captain Miller and his Mayaguez crew and the heroic actions of the six volunteers who followed the U.S. Marines aboard the ship and helped get her under way.

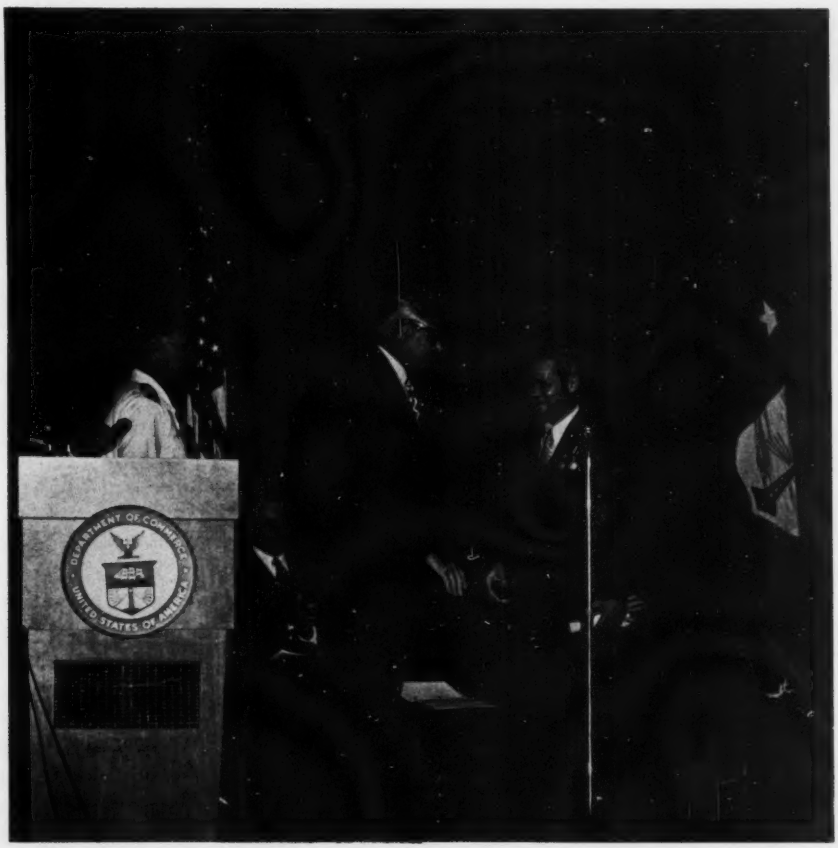
Secretary Morton noted that the Distinguished Service Medal was the top award a merchant seaman could receive, and that these were the first medals to be awarded by the Departments of Commerce and Transportation in the past three years.

Adm. Owen W. Siler, commandant of the U.S. Coast Guard, and Admiral Moore took part in the awards ceremony, assisting the two secretaries in presentation of the medals.

Typical of the reactions of the Greenville Victory crewmen was the comment by Rivera. "I'm very proud," he said, "and honored. I'm glad to have been able to do something for my country, and I wouldn't hesitate to volunteer in the future."

While they obviously enjoyed the recognition given them, all of the award winners echoed Mr. Rivera's sentiments. They felt that they had just done their job, and were proud to have been given an opportunity to serve their country. They also were elated by the success of the Mayaguez rescue operation. All six had high words of praise for the crew of the Navy destroyer USS Richard Holt, which delivered them to the very side of the Mayaguez, and the Marines who stormed aboard to secure the Sea-Land Service container ship.

"They were all great," Harriman told the varied dignitaries who took part in the ceremonies. But his strongest words of praise were reserved for the five other Greenville Victory crewmen who volunteered to take part in



Secretary of Commerce Rogers C. B. Morton congratulates 2nd Assistant Engineer Michael A. Saltwick. At left is the Coast Guard Commandant, Adm. Owen W. Siler.

the rescue. "We could not have gotten together a more able and dedicated group," he said. "Every one was the best man for the job."

Admiral Moore and Rear Adm. Frank B. Guest, Jr., commander of MSC, Atlantic, obviously felt much the same way about the Navy employees, all U.S. Civil Service mariners. "They did a fantastic job," Admiral Guest said, "and everyone in MSC, Atlantic feels very proud of them."

At the end of the awards ceremony, Secretary Middendorf announced that Harriman would assume command of the Greenville Victory the next day. He succeeds Capt. Raymond Iacobacci who has departed the ship on leave. Captain Iacobacci commanded the World War II Victory ship during the period when it evacuated more than 10,000 South Vietnamese refugees. He also asked for volunteers for the Mayaguez rescue effort and selected the six men who did go.

For the overall effort, the Greenville Victory has been awarded the Navy Award of Merit for Group Achievement and will be presented the National Defense Transportation Association Outstanding Unit Award in Honolulu on October 6 during that organization's national forum meeting.

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USNS Greenville Victory Oiler Epifanio Rodriguez steps forward to receive his U.S. Merchant Marine Distinguished Service Medal.

Hooves Ahoy

By Linda McDaniel Photos By PH1 John C. F. Laris

Trigger and Silver are legendary steeds who traveled many a mile over the film prairies. They forded countless streams but neither ever traveled in the style of the 20 riding horses who recently sailed from San Francisco to Subic Bay, P.I., aboard a commercial ship.

Military Sealift Command, Pacific booked "passage" for 2 stallions and 18 mares aboard States Steamship Lines SS Oregon that departed San Francisco April 15. Purchased by the U.S. Naval Station, Subic Bay, they will serve as mounts for riding enthusiasts who use the Grande Island recreational facility in the Philippines.

The horses traveled in modified cargo containers which were lifted aboard the ship by crane. Each container was divided into three stalls. The horses occupied two and the other was empty so the horses could be exercised by handler Dennis Mussemann of WaKeeney, Kansas. Throughout the 15-day voyage, the open containers remained on deck so the soon-to-be Filipino ponies could enjoy both the fresh air and seascape.

Everything went smoothly although several steeds were slightly injured while "horsing around." That's understandable since all were less than three years old and not yet saddle broken. A few of the more highly spirited attempted to exit the containers other than through the stall gates but damage to the containers was quickly repaired by ship carpenters.

The horses began their 10,000-mile journey in Dodge City, KA. where they were hand picked by a livestock commissioner acting as a special purchasing agent for the Navy. Before they could be trucked to San Francisco, however, the horses were exposed to distemper and had to be quarantined for six weeks. On April 9 they arrived in San Francisco and were boarded at the Cow Palace livestock area until the crew of the Oregon was ready to handle their passengers.

Unfortunately, the stream of South Vietnamese refugees to Subic forced a change in the Oregon's itinerary. While in transit from Pusan, Korea, the ship was diverted to Manila to unload cargo before continuing to Subic. In a sense, the horses were cut off at the pass.

While they did not face any attacks from Indian ponies, things got a little hot for the 20 equines once their ship reached Subic. No piers were available and the ship sat at anchor for two days. The heat and humidity began to get to the horses but that problem was solved when harbor authorities rode to their rescue and cleared all 20 horses for landing even before the ship was given a berth.

They arrived at their Subic quarters by May 1, ready after a good night's sleep to resume a more conventional life as people carriers rather than "sea-horses." ⚓

Paul Schweitzer of Issac Truck Lines, the company that transported the horses from Dodge City to San Francisco, leads a horse into a stall for the voyage.

Schweitzer transfers horse from a trailer to a container.

Better

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By Lt. Cmdr. George B. Greer

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ips at sea but at an average speed of only eight words per minute. Despite the fantastic improvements that have been made in communication systems, the maritime industry continues to cling to the past as if it were sacrosanct.

The time is past when shore-based officials can afford the luxury of delaying communication with ships at sea until a radio officer is on watch. It can readily be seen that a demand for techniques which allow better control over increasingly expensive assets is already at hand.

The current maritime communication that almost assures delays of 8 to 12 hours in the receipt of information can not be tolerated. Transfer of information should be possible in near real-time.

An accelerated improvement program should be pursued to insure that ships receive the latest weather and navigational information and operational direction on a 24-hour per day basis. The groundwork already has been laid and realistic alternatives exist.

With adequate resources and funds, a satellite communications system could be developed that would incorporate an unattended teleprinter, automatic collision avoidance systems, automated engineering monitoring systems, computer-aided vessel and cargo management systems and an automatic position-determination capability. These are all advantageous, but extremely expensive. Satellites intended for maritime use have not been launched yet. Even after they are orbited, they will not provide full earth coverage, thus requiring an alternate system. Such an alternate system, which could be the primary means of maritime communication for the next several years, requires concentrated attention.

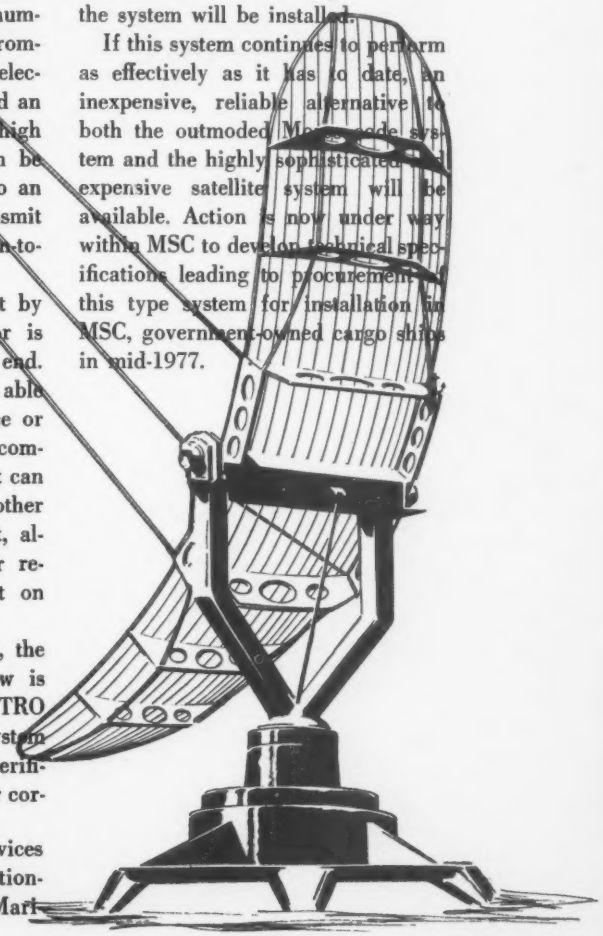
As noted previously, there are many instances in which it is necessary to contact a ship outside of the radio officer's watch hours. This need has sparked development of a number of ideas and concepts, most promising of which is the "Digital Selective Calling" device (Selcal), and an error-correction system for the high frequency teleprinter. Selcal can be used to alert a radio operator to an emergency situation or to transmit voice or teletype traffic station-to-station.

An alert message can be sent by Selcal even though an operator is not available on the receiving end. And, the Selcal message often is able to get through when interference or channel congestion make voice communications impossible. The unit can also be made to turn on or off other peripheral or remote equipment, allowing unattended operation or receipt of a hard copy print-out on the bridge.

To improve circuit reliability, the second half of this system now is being tested. The Netherlands SITRO (Simplex Telex Over Radio) system provides transmission receipt verification, error detection, and error correction automatically.

A combination of these two devices is currently going through operational testing under direction of the Maritime Administration. A San Francisco radio station and several ships involved in the trans-Pacific trade are involved in the tests. During tests of the Selcal unit early in 1973 between Coast Guard radio station KMI at Point Regis, Calif. and SS Monterey enroute from San Francisco to Australia, a send-receive reliability of 86 to 87 per cent was reported. Military Sealift Command has been invited to participate in this test and will select a ship on which the system will be installed.

If this system continues to perform as effectively as it has to date, an inexpensive, reliable alternative to both the outmoded Morse code system and the highly sophisticated and expensive satellite system will be available. Action is now under way within MSC to develop technical specifications leading to procurement of this type system for installation in MSC, government-owned cargo ships in mid-1977.



Better Communications Needed

By Lt. Cmdr. George B. Greer

For more than 100 years, the Marconi wireless has been the mainstay of maritime communications. Morse code accounts for 93 per cent of all communications with ships at sea but at an average speed of only eight words per minute. Despite the fantastic improvements that have been made in communication systems, the maritime industry continues to cling to the past as if it were sacrosanct.

The time is past when shore-based officials can afford the luxury of delaying communication with ships at sea until a radio officer is on watch. It can readily be seen that a demand for techniques which allow better control over increasingly expensive assets is already at hand.

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Aerial view of the Lykes container terminal in New Orleans. In foreground is a Lykes Seabee. *(See page 8)*

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